

October ~ November
2011

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THE Daimler & Lanchester OWNERS' CLUB

IN NEW ZEALAND, INCORPORATED

NATIONAL EXECUTIVE

President:	David Patten	156–160 New York Street, Martinborough 5711 Ph: 06 306 9006 E-mail: davepatten@wise.net.nz
Vice President:	Bert Empson	8 Byrd Street, Levin 5510 Ph: 06 368 0696 E-mail: a.m.empson@clear.net.nz
Secretary:	Mike King	21 Millar St, Palmerston North 4410 Ph: 06 357 1237 Fax: 06 356 8480 E-mail: mwking45nz@hotmail.com
Treasurer:	Peter Mackie	P.O. Box 8446, Havelock North 4157 Ph: 06 877 4766 E-mail: peter.mackie@slingshot.co.nz
Club Captain:	Winston Wingfield	7 Pioneer Crescent, Helensburgh, Dunedin 9010 Ph: 03 476 2323 E-mail: wingiewk@xtra.co.nz
Patron:	Pauline Goodliffe	
Editor:	Mike King	
Printer:	Aorangi Print (Penny May)	125 Campbell Rd, RD 5, Feilding 4775 Ph: 06 323 4516 (wk), 06 323 4698 (hm) E-mail: penny@aorangiprint.co.nz

Website: www.daimlerclub.org.nz

All membership enquiries to the Secretary.

CONTRIBUTIONS TO THE MAGAZINE

Please send all contributions for inclusion in the magazine directly to the Secretary via fax email or mail by the **TENTH** day of the month prior to publication.

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The views and opinions expressed in this magazine are purely those of the authors and are not necessarily those of the Daimler and Lanchester Owners' Club.

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THE RECESSION IN THE USA

The recession in the USA has hit everybody really hard...

My neighbour got a pre-declined credit card in the mail.

Wives are having sex with their husbands because they can't afford batteries.

CEO's are now playing miniature golf.

Exxon-Mobil laid off 25 Congressmen.

A stripper was killed when her audience showered her with rolls of pennies while she danced.

I saw a Mormon with only one wife.

If the bank returns your check marked "Insufficient Funds," you call them and ask if they meant you or them.

McDonald's is selling the 1/4 ounce.

Angelina Jolie adopted a child from America.

Parents in Beverly Hills fired their nannies and learned their children's names.

My cousin had an exorcism but couldn't afford to pay for it, and they re-possessed her!

A truckload of Americans was caught sneaking into Mexico.

A picture is now only worth 200 words.

The Treasure Island casino in Las Vegas is now managed by Somali pirates.

I was so depressed last night thinking about the economy, wars, jobs, my savings, Social Security, retirement funds, etc., I called the Suicide Hotline. I got a call centre in Pakistan, and when I told them I was suicidal, they got all excited, and asked if I could drive a truck.

From the Driver's Seat ...

A Message from your National President



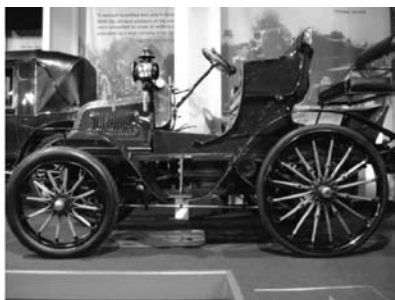
Like many who are reaching the age where work starts to take second place and you start to think of how much you want to do and relate it to how much time you may have left before the onset of the twilight years whenever that is? My wife Maree & I take the opportunity to travel to Europe every couple of years to visit my sons living in the England. While we have family there it's affordable as having somewhere to stay at relatively low cost makes a big difference.

Having an interest in old English cars and in particular Daimlers it would be a crying shame not to take the opportunity to visit a car museum while we are in the vicinity. Last year we travelled to the South of England and stopped off at Beaulieu Motor Museum, I am aware that some of our members have visited this beautiful place with the Museum set in the grounds of an old Castle owned by the Montagu family. I understand that Lord Montagu purchased his first Daimler in 1898, this car is in the Museum and King George was given a ride starting the long connection between Daimler and the Royal family. The grounds and gardens at Beaulieu are magnificent and to top it all off there is a Monorail that travels around the grounds and provides you with a birds-eye view of the gardens and runs right through the Museum at roof top level enabling you to see all the vehicles on display below.

The Museum is set out with many buildings housing vehicles with different themes such as James Bond cars where the various cars used in the Bond series of films are on display. In the main building on the upper level there dozens of motor Bikes from very old to the latest machines but what really took my eye was the period Garage (Service Station) that was set in the period of the 1920's an old car was up on jacks and a mechanic was underneath carrying out repairs complete with sound track of the mechanics talking about the pressures of the day. Period tools and equipment wagon wheels and junk spread all about the place, exactly like you would imagine at the time. I can relate to the junk part as it's a bit like my sheds. There are lots of cars all different makes and models however I noticed only three Daimlers on display, two very early ones and very unusual 1924 car converted to a display truck in the shape of a soft drink bottle.



Daimler 1924



Daimler 1898

Should you ever get the chance it's a place that is well worth a visit.

The club is in good heart and its really pleasing to be able to welcome new members, as always enjoy the interaction the club provides, great cars, great people and great fun!

Dave Patten

Getting up to Speed ...

A Word from your National Secretary



Welcome to our new members this month.

- Wayne and Lorraine Marmont of North Shore, have a Daimler V8.
- Ken Harrex of Outram, has rejoined after an absence, has a Daimler Sovereign XJ6.

Auckland member John Osborne of Kaitaia now has an unusual Daimler, a 1935 LQ3-20 which he is restoring to a running condition. This was the Wellington Mayoral car, but the cylinder head has multiple cracks. John is looking for another, but may have to resort to the difficult repair path if one can't be found.

Another member looking for information, Susan and Max from Waikanae are having "AED" (awful enrichment device) problems. If anyone has a good manual choke conversion for a Series 2 4.2 XJ6 please contact Max, ph 04 9049016 or susanworthington@clear.net.nz or myself.

Does your car have a DLOCNZ bumper badge? If not, contact Peter Mackie for one, they look great, only \$55 each.

Another item, if you display your car, Manawatu Branch have some windscreen sashes, they look great, see photo of Pauline Goodliffe's Majestic Major.

The late Allan Fletcher was the previous, long-time owner of my green Consort. Allan owned the car from 1955 until I purchased it in 2007 and he attended many early club events in it.

I was honoured when the family approached me to use the car for Allan's grand daughter Lisa's wedding. Many of the Fletcher family learnt to drive in it, went on holidays in it, they reminisced noting that it still looks the same, smells the same and drives just the same as they remember. (And the steering is no lighter either!)

It was quite a different driving experience recently. I had an evening conference to attend at Southwards. Heavy snow was encountered from Palmerston North to Paraparaumu, certainly not a condition we are accustomed to in this part of the country!

The National executive were in a bit of a quandary over the Trophy awarded to the best SP250. Although this has been awarded at three?? National Rallies, it eventuates that it was actually donated to the SP250 Club by the King Country Vintage Car Club. This has been verified by Peter Altman (SP250 Club Founding member) and it is now back in their possession.

Looking forward to meeting you at Taihape.

Mike King

Round the Bazaars ...

Daimlers on the Run



Auckland Amblings

August 14th – Devonport Visit.

On a blustery but sunny day, nine Daimlers with owners joined forces with members of the Alvis car club for an outing to the Auckland suburb of Devonport.

After meeting up at Narrow Neck Beach car park and the usual initial chat to friends and acquaintances we proceeded in convoy up North Head to see the sights of the city and visit the tunnels (less wind there). Due to the number of cars involved with our lot plus some visitors, parking became a bit of a problem there and those of us without power steering had a real struggle at times to get in and out again. As mentioned at the start not too many braved staying on the summit for very long.

From there we proceeded to the Naval Museum at Torpedo Pt., where we split the party into two groups, one to proceed immediately into the exhibits rooms and the other into lunch.

We were given an excellent guided tour by a very knowledgeable lady who told us much of the history behind the exhibits from the early days up to the present, for example photos taken during the 1st and 2nd world wars and their heroes (many New Zealanders) uniforms, ships' bells etc., ship wrecks around the New Zealand coast. Perhaps one of the more interesting was history of Count Von Lucknow and his stay in NZ.

The layout was far superior compared to the old museum in the Naval Base. Everyone present seeing it for the first time were very impressed.

The café was also given full marks for its menu and presentation the only small complaint was the time it took to present the meal to the table, but I felt this was due to the number of people there on the day pushing their resources to the maximum.

After lunch a few hardy souls who didn't mind being blown away proceeded to the Devonport Museum and then a walk around the village where they had to seek answers to questions posed by the Alvis Club's secretary with a prize giving at the end.

Altogether a very pleasant day in good company and we thank the Alvis Club secretary who did all the hard work associated with this outing.

David Watt

Hampton Downs Visit

An invitation was made to the Daimler Club for two representatives to visit to Hampton Downs racing circuit just south of Meremere. The object was to inform various Car Clubs as to the facilities available of the circuit in the expectation that they could make use of them. Clive Butler and myself viewed the track, skid pan (or gymkhana area) and attended the presentation given by the management. In our opinion the facilities are of a very high standard and I could imagine that the Daimler Club could in conjunction with other Clubs make use of the skid pan (or gymkhana area) and catering facilities. It would be a

possibility as a venue for a Daimler Rally. The cost is dependant on the time of year & other functions that are in place. From memory he quoted the skid pan could be only \$400.00 for half day at the right time of year. This would mean a cost of only \$20 per car if we had 20 cars or \$10 if we had 40 cars. This starts to make it look much more practical especially if we invite another Club.

Bryan and Clive

Waikato BOP Wanderings

A Visit to Rodney MacDonald's Shed.

Rodney is a likeable character and English car nut who is well known in and around the TeAwamutu district where he has worked for many years as an earthmoving contractor.

Rodney has a rather eclectic collection of cars (who else do you know with several "Alegros" or Agros" as a friend of ours used to call them), all of which, while not perfect, are drivable.

Rodney has had a major health concern this year (although he seemed in good shape the day Steve and I went to visit). This led to a decision that the time has come for a bit of a tidy up. Rodney phoned Steve to see if anybody in the club was interested in Daimler DB18 parts. The parts needed to be collected sooner than later or they would be consigned to Rodney's 80 tonne of scrap metal that will be used to make new Toyotas, Nissans etc. Steve and I decided to it was too good an opportunity to miss and a road trip was made to Pirongia in late August. We had a great day out thanks Rodney

Paul Edginton



1. Rodney and Steve taking the parts off the back of the truck while I supervise.
2. A rare Triumph 1300 front wheel drive in very good original condition.
3. A very nice Riley 1.5 and a Vanden Plas Allegro with a low mileage. Rodney tells me that this model is very sought after in Japan.
4. A very original Conquest.

Hawke's Bay Highlights

Sunday 17th July we joined with the BCC for their Triumph Event. We met at the Birdwood Gallery and Café and spent some time looking at the African sculptures and crafts. We enjoyed the open fire on a very cold morning and some of us stocked up on lollies for the drive from their Old Fashioned Sweet Shop.

We had fun spotting the clues and ended up at the Clifton Café for lunch. The trail had taken us around Havelock North and Hamoana and 48 cars of many models turned out for a great day. During lunch there was a quiz, matching up colours with car models over the years. It proved very popular.

Sunday August 21st

There was no report for this outing with the BBC.

Margaret Duncan

Manawatu Meanderings

Longburn in the sunshine, was the meeting place for the Daimler Club's July outing to the Foxton Audio Visual Museum. A good number of members / Daimlers then travelled on to the museum. Many years of audio / visual equipment is on display and we were given a guided tour, with information by one of the local committee. Moving on upstairs to the cinema we were shown cartoons and a short feature film. Some of us enjoyed the memory and a laugh at cartoons we had seen a few sleeps ago!! In need of some light refreshments, we moved over to the Tramway Café in Foxton's Main Street. A most enjoyable afternoon, with fine weather. A pleasant change and thanks to those who made it possible.

Jan King

Rover Daimler challenge August 21st

This year it was the turn of the Daimler Club to organise this annual event. Ray and Lyn Watling were again responsible for plotting the course and setting the questions, a task at which they have become most proficient!

We had 7 Daimlers and 6 Rovers turn up for the start and were sent away at 5-minute intervals. The route took us out of town and onto some secondary roads, some of which some of us had never travelled. The instructions were punctuated with questions to answer, some simple, some guesswork, some cryptic, the spouses or passengers were kept on their toes. Fortunately, no divorces were reported!!!

At the conclusion, we ended up at a café in Sanson for a welcome coffee and snack, Ray and Lyn set about marking our cards. Much to our surprise, Jan and I came out on top, with the Daimler club winning the trophy with the highest average score.

The occasion was tinged with sadness in memory of Rover club President, Mike Daly.

Many thanks to Ray and Lyn for your efforts, Rover Clubs turn next year.

Mike King

Our Manawatu Branch has just located a long-missing trophy, to be awarded for the most improved car for the year. This will be presented at our AGM next year along with our other trophies.

It is with great sadness I inform members of the passing of Mike Daly.

We met Mike and Val on a combined car club outing in July 2004 at Lindale, from which we formed a very close friendship. As a result of that day, we joined the newly formed Rover club, and Mike and Val joined the Daimler club, we each having both marques. This led to many shared events enjoyed by both clubs. Mike served on the Daimler club committee with a term as Club Captain and was the President of the local Rover Club.

One of the highlights of our friendship was the occasion of Mike and Val's wedding in January 2007. This was held in Pauline Goodliffe's gardens at Awahuri, Jan travelled with Mike in his Rover, I was privileged to transport Val in our Daimler. What a wonderful and memorable day it was.

Mike was always a willing helper. On one occasion, the Daimler club undertook to clean up Pauline's fence line by removing a number of cars, well beyond their "used by" date. Mike turns up with a truck with excavator aboard, he had a ball, his grin was from ear to ear, dragging out those derelict heaps of rust and depositing near the road for the scrap man to collect.

We will always remember Mike, an endearing friend, his ready smile and his willingness to assist his fellow club members.

Mike King

Otago Outings

Our annual breakfast out was held on Sunday 4th September

We had a turnout of sixteen members and friends, this date co-inside red with Fathers Day and some fathers would probably enjoyed a breakfast that they did not usually get at home.

Our venue was the Alto Cafe, a small cafe in the suburb of Mornington in Dunedin. Everyone seemed to enjoy their meal and the get together with fellow members.

Kaye Wingfield

NORTH ISLAND GET TOGETHER TAIHAPE weekend of 15th–16th October 2001

This is a social weekend with itinerary as follows:

- Plan to be in Taihape prior to 11.30 on Saturday morning, for those arriving on Friday night, there are some interesting Taihape shops, or visit the wool shop at Utiku just a few miles South. They have some fantastic garments.
- At 11.30, Barry will lead us on a guided scenic back country run, Taoroa Junction, Pukeokahu with lunch at the River Valley Lodge.
- We continue on to join the Napier Taihape Road, Erewhan, Ohinewairua and back to Taihape.
- The evening meal will be at Gumboot Manor, they do a wide variety of meals including roasts etc. They are fully licensed.
- Sunday morning we head out to Barry's home at Mataroa, morning tea will be provided. Barry has many "treasures", Fargo trucks, Model T Ford, Lanchester Leda, Triumph Dolomite?? And many other items interest. There will be gumboot judging and a throwing contest, so be sure to bring yours!
- Depart for home from Barry's when you're ready.

Accommodation, call Con at the Taihape Motel, 0800200029 to book your room.

Call or email Lew and Gayle, 06 3235526 or clintons2@clear.net.nz to let us know you're coming, prepare your Daimler (or other stead) for the adventure.

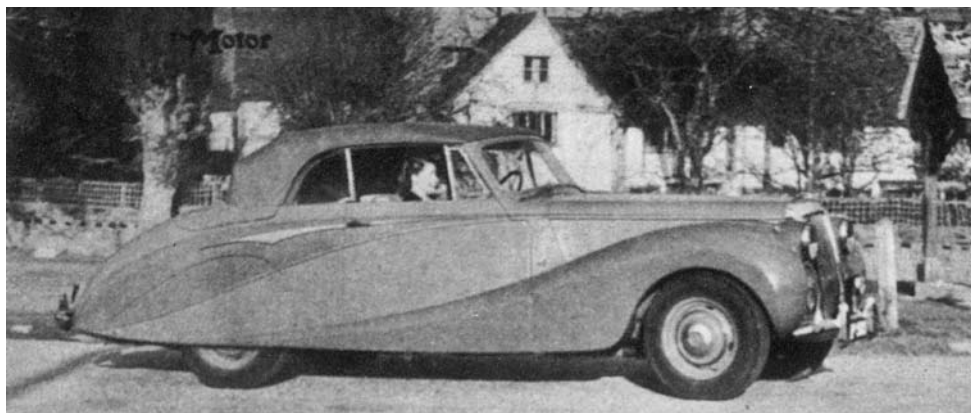
We look forward to seeing you there!

Articles of Interest ...



LUXURY IN DROPHEADS

An Electrically-operated Model by Hooper on Special Series 2½-litre Daimler Chassis
(*Daimler Digest*, 5 September 1951, p30)

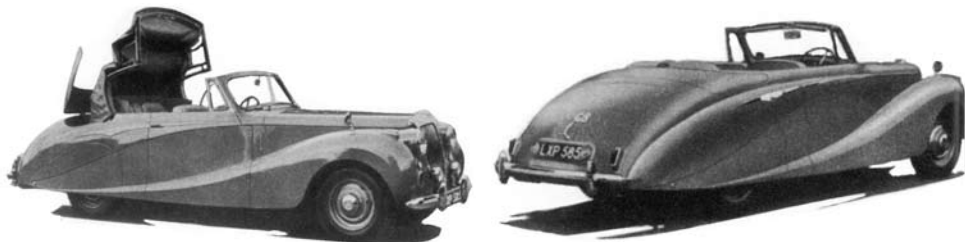


CLOSED – The flowing lines of the Hooper Daimler 2½-litre are emphasized by the front wing treatment and sloping radiator-shell. Note the entire suppression of rear wings as such.

The “touring-car” as a body style is a thing of the past; but the touring-car, in the sense of a vehicle for fast, luxurious travel over long distances has more to offer today than at any period in history. An instance of this is the drophead body built recently by Hooper & Co. (Coachbuilders) Ltd to the order of Mr I. Donnelly, of Messrs P. and D. Developments, on a Special Series 2½-litre Daimler chassis.

The lines are typical of the best English practice; elegant and restrained, they owe nothing to transatlantic fashions, while possessing a dignity and balance of their own. This body recalls in certain particulars the sensational drophead coupé Straight-eight Daimler exhibited by Hooper and Co. at the Motor Show of 1949. Both cars have a curved, laminated Triplex windscreen with pillars well back, to give a good visibility, and both exhibit a feature which enhances the sweeping lines, namely the total elimination of rear wings.

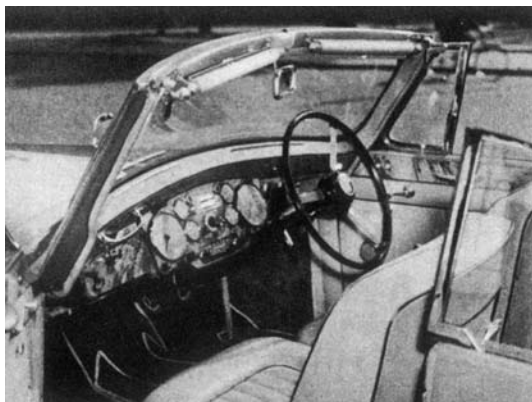
The machine illustrated is noteworthy also for a number of special features designed in conjunction with Mr Donnelly. Operation of the hood is effected in what must now be regarded as the orthodox fashion for cars of the highest quality: by an electric motor. In addition to the standard P. and D. unit mounted below the rear floorboards, however, the car illustrated has a small ancillary motor behind the squab, the effect of which is to raise and lower the decking which covers the hood when in the open position.



ALL-ELECTRIC – The hood is quickly erected or folded by means of an electric motor. An additional unit raises and lowers the decking over the compartment into which it folds. Note (right) the neat stowage of the hood, and the large luggage boot.

Other ingenious electrical applications are the window-winding and a small motor under the bonnet, actuated by a thermostatically-controlled relay switch, whose function is to raise or lower a roller blind between the radiator core and grille. This not only accelerates the warming-up of the engine, but also brings the heater into operation in a shorter space of time.

Similar Daimler drophead coupés with identical coachwork have been supplied to H.M. The King for his personal use, and to Queen Marie of Roumania.



FULLY APPOINTED – Seating four persons in great comfort, the upholstery is in biscuit-coloured hide, which tones well with the rich figuring of the Australian camphor-wood facia. Normally electrically-operated, the windows may be raised manually, by means of normal winders. Note the sun blinds.

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JAGUAR – DAIMLER – ROVER – LANDROVER – RANGEROVER

1066 AND ALL THAT

By Alan Doig

(*Driving Member*, Vol 47, No 8, p22)

Firstly let me complement Dave Philpot on his excellent introductory article to what must be the most prolific (pre Jaguar) and yet neglected Daimler model range, perhaps now that our editor has one we may see an increase in appreciation?

On 3 1st May, 2010 at the N.E. Midlands Rally at Brackenfield Green, Derbyshire, there were no less than four Conquest Century saloons present, the largest number for many years, unless you know better. Two were DJ256 pre-selectors whilst the other two were DJ260 automatics. Let's now see if anyone can produce a larger turnout – hopefully to include the Roadster, Dhc and New Dhc variants together with colours other than black!

With a production of 9,239 (based on Brian Smith's figures) from 1954 to 1958 the Conquest Century range was Daimler's largest volume car to that date and only exceeded by the 2,5 V8 and subsequent Jaguar models. The range was produced in 4 to 9 months from conception to production in order to produce an up to date car to replace the DB18 based Consort and utilised a modified Lanchester Leda chassis and body and even incorporated some DB18 range parts. The really new bit was the 6 cylinder 2,433cc engine which was squeezed into a space not quite large enough, being designed for a 4 cylinder engine, as anyone who has worked on them will confirm, together with the advanced suspension. Any serious maintenance relies on the removal of the whole grille, radiator and front wings assembly, which comes off in one piece. Weight of the engine was reduced by getting rid of all unnecessary metal and considerably shortening the stroke.

The 75bhp Conquest (single Zenith carb and iron head) and 100bhp Century (twin SU carb's and aluminium head), both with torsion bar front suspension really did produce a very good car, one which can still hold its own in modern traffic and is very useable. It is a car which deserves to be used but which appears to have the distinction of most being off



1957 DJ260 Century II Auto WDT 287

the road either under repair or just “sleeping”, a remarkably large number having survived, judging by the frequency with which they appear on ebay! It would be interesting to know how many there are in the club and how many are actually roadworthy. The Roadster, Drop-head Coupe and New Drop-head Coupe appear to be much better represented than the saloons despite the small number produced.

A common view is that when you have seen one Saloon you have seen them all – not true! Of the four at Brackenfield, no two were the same other than in colour – Black. There are a considerable number of detail differences within the standardised car and endless happy hours can be spent spotting the differences. The cars on show were Trevor Tagg’s VDT 65 and David Wakefield’s VVT 935 – both preselect – and Martyn Garthwaite’s CJP 690 and my ULJ 555 – both automatics. In 1956 the Century II saloon was offered with optional Borg Warner 3 speed automatic transmission. Production ceased in 1958 by which time only automatics were being offered. These cars were capable of exceeding 90mph.

Four “weaknesses” often affect these cars as they age – a tendency to overheating, fuel starvation, places in the body where water and salt can do their worst (particularly the joint between the two halves of the front wings) and flexible exhausts. Many have been “modified” in the attempt to cure these problems by alterations to the fuel and cooling systems with varied success. In rebuilding ULJ 555’s terminally seized engine everything has been kept original and it runs like a sewing machine and yet this is a car which had experienced a catastrophic failure under its’ first owner and been re-bored, crank ground, .010” oversize pistons and bearings (wrong width mains) fitted and a new radiator (all bearing the evidence of Mason’s of Edmonton attention) and all before the car had done over 20,000 miles. Most DJ’s seem to lose interest and go for a long holiday when approaching the high 20,000’s!

I feel that, like all older cars, the Conquests & Centurys prefer varied motoring conditions to sustained high speed and really would benefit from an electric fan if there were room to fit one but, if the block and radiator water passages and the fuel pipes and tank are kept clean there is little to worry about. I regularly use ULJ in Derby traffic with no signs of overheating. There is no doubt that this design of body does not have the best cooling air flow – the Morris and Wolseley of the same period had a remarkably similar body and remarkably similar problems. As to fuel, the tank has been cleaned thoroughly and modern pipe of slightly larger bore fitted as far as the fuel pump, although the reserve tap has been retained. From the pump to the carburetters everything is original with



NPX 900 – 1954 DJ250 Conquest



ULJ 555 at Crich 29.06.08

steel pipework (the tendency to fit copper pipework, which absorbs heat very efficiently, aggravates any problem). It is advisable to keep the tank well filled as it is quite shallow and the fuel pickup pipes are on the nearside, I never let mine go below half – quite a feat considering that the gauge always shows full! Does anyone have a working and accurate fuel gauge?

Most essential parts are readily available and reasonably priced but pistons, rings and bearings can be a problem. An “endearing” feature is the boot lid which tends to subside with age and can eat unwary owners – I long ago lost count of the number of times I banged my head on it! Whatever you do, do not leave a Conquest Century unused without turning the engine over regularly, preferably with some oil down the plug holes, or you will find a tendency for pistons, gudgeon pins and rings to seize – usually, but not always, easily rectified with a bit of persuasion. These cars run happily on best quality unleaded fuel but I do recommend use of additive.

The ride is very good in all conditions but does need the correct tyres, 6.70 x 15 “cushion”, which have a soft sidewall and are not cheap or easy to get – currently about £150 each. Do insist on the original specification for the best ride – most currently available cheaper 6.70 x 15 cross ply tyres are like riding on threepenny bits until they get warm and there appears to be no suitable radial that is not too wide if it retains the correct rolling radius. Braking is surprisingly good with hydraulic front and mechanical rear brakes despite the cars kerb weight of 29cwt. Steering is relatively light with a good lock compared to earlier cars.

When launched, the basic Conquest saloon cost £1,066 (hence the name) plus £445.5.10d purchase tax whilst the Century (including 2 fitted suitcases) cost £1,172 plus £489.9.2d purchase tax. Performance is good with top speeds from 80mph for Conquest, low to mid 90’s for Century and over 100mph for New DHC and fuel consumption in the low to mid 20’s – dependent on weight of right foot. The Conquest, with its’ single Zenith carb with acceleration pump is surprisingly quick off the mark – at the expense of fuel consumption whilst the twin SU’s of the Century result in somewhat more dignified departure until warmed up.

The interior is finished in leather and walnut with cloth headlining and is delightful if somewhat plain for a Daimler. The earlier (MkI) cars have spot and fog lamps in the wings whilst the later (MkII) cars have them on the over-riders. Centurys can be distinguished by the horizontal chrome trim on the boot lid and chrome trim around front and rear screen. A very wide range of colours were available including some of the earliest metallics and two-tones were common along with the ever popular black. There were quite a few detail differences to interiors available, particularly with the dashboard. White face instruments are fitted on the earlier cars and black on the later – with exceptions. ULJ 555 is an oddity, having chromed rocker cover and pipework; polished aluminium engine side cover; horizontal air intakes; twin coach lines – red and gold; picnic tables; front seat armrests; pull-out map flap; non standard rear seat cushion; heavyweight sound insulation and an under-dashboard unit to hold all those little items that clutter our cars. The car was supplied new to Spink of Bournemouth and may have been a show model. Leather appears to be Connolly hide.

My first Daimler, in 1965, was a 1957 automatic Century (WDT 287) purchased for the princely sum of £195 in excellent condition and only 8 years old! I loved driving it but swore

never to have another every time I worked on it, since when I have had a 1954 Conquest (NOX 900) and now yet another 1957 automatic (ULJ 555). I love the DB18 (particularly the Special Sports) but the Century is as far an advance over DB18 and Consort as the 2.5 V8 is over the Century. What is the attraction? For affordability, availability, durability, performance and comfort the Conquest Century range is difficult to beat but don't just leave it gently seizing up in the garage – get out there and enjoy it! Prices for good but not “concours” cars tend to be between £2000 and £5000 whilst “projects” are almost given away and a surprising number of the basic essential parts are still available from factors as they fit other cars. If anything parts are more easily available now than in the 1960's. For more detail information “Daimler Digest” covering the DB & DJ models, compiled by Daniel Young and published in 1990 is excellent value.



Century gathering – Brackenfield 30.5.10



My first Daimler – WDT 287 – 1957 DJ260

PRETTY SURE THESE ARE ALL TRUE

Law of Mechanical Repair – After your hands become coated with grease, your nose will begin to itch and you'll have to pee.

Law of Gravity – Any tool, nut, bolt, screw, when dropped, will roll to the least accessible corner.

Law of Probability – The probability of being watched is directly proportional to the stupidity of your act.

Law of Random Numbers – If you dial a wrong number, you never get a busy signal and someone always answers.

Variation Law – If you change lines (or traffic lanes), the one you were in will always move faster than the one you are in now (works every time).

Law of the Bath – When the body is fully immersed in water, the telephone rings.

Law of Close Encounters – The probability of meeting someone you know increases dramatically when you are with someone you don't want to be seen with.

Law of the Result – When you try to prove to someone that a machine won't work, it will.

Law of Biomechanics – The severity of the itch is inversely proportional to the reach.

Law of the Theater & Hockey Arena – At any event, the people whose seats are furthest from the aisle, always arrive last. They are the ones who will leave their seats several times to go for food, beer, or the toilet and who leave early before the end of the performance or the game is over. The folks in the aisle seats come early, never move once, have long gangly legs or big bellies and stay to the bitter end of the performance. The aisle people also are very surly folk.

The Coffee Law – As soon as you sit down to a cup of hot coffee, your boss will ask you to do something which will last until the coffee is cold.

Murphy's Law of Lockers – If there are only 2 people in a locker room, they will have adjacent lockers.

Law of Physical Surfaces – The chances of an open-faced jelly sandwich landing face down on a floor, are directly correlated to the newness and cost of the carpet or rug.

Law of Logical Argument – Anything is possible if you don't know what you are talking about.

Brown's Law of Physical Appearance – If the clothes fit, they're ugly.

Oliver's Law of Public Speaking – A closed mouth gathers no feet.

Wilson's Law of Commercial Marketing Strategy – As soon as you find a product that you really like, they will stop making it.

Doctors' Law – If you don't feel well, make an appointment to go to the doctor, by the time you get there you'll feel better. But don't make an appointment, and you'll stay sick.



Peter and Rebekah Stock's Conquest 'BEFORE' photos.



Peter and Rebekah Stock's Conquest 'BEFORE' photos.



Peter and Rebekah Stock's Conquest 'BEFORE' photos.



Peter and Rebekah Stock's Conquest 'BEFORE' photos.



Manawatu members visit the Foxton Sound museum.



Manawatu members addressed by Guy Vincent of the Foxton Sound Museum.



The Fletcher family wedding.



Pauline Goodliffes Major limo wearing its new Banner.



No, this is not Queenstown, tis the Manawatu!

Attention All Club Members

We can now advise that we now have stocks of *Daimler* Jacket Badges, "D" Key Rings and our *Daimler & Lanchester Owners Club in N.Z.* Custom Grille Badge.

You will see from the photo that the Grille Badge has been reproduced from our original Die but has been cast in a lighter Alloy (originally Brass), with a Chrome Enamelled Centre section as opposed to the earlier Resin finish, some of which were subject to crazing and fading over the years of exposure to the elements.

The unit cost, including postage is

- **\$6.60** for either the Jacket Badge or Key Ring
- **\$55.00** for the Grille Badge.

Please forward your requirements and cheque to:-
DLOC in NZ
Peter Mackie
PO Box 8446
Havelock North 4157



ALPINE CONQUEST

Captivation of a Motorist in the Swiss Alps
By Michael Brown

(*Daimler Digest*, from 12 August 1955, pp78–81)



Daimler and the Jungfrau, Grindelwald

Let me be frank. The name Daimler had, for many years, meant to me some excellent things: good engineering, good *engineers*, fluid flywheels and a fluted radiator. Also the dignity conferred on the company by her late Majesty Queen Mary's constant use of the make. A brief experience of the earlier 2½-litre suggested that there was something extra to dignity and tradition, and the performance of Conquests in sporting events of recent years emphasized the point. But in spite of all that, this 1,471-mile tour in, the Conquest Century saloon was a revelation. The Conquest Century is one of those cars that is right, absolutely right. Let me amplify the statement.

I took over the car in a busy street and had to drive it two hundred yards to an awkward car park. It was so long since I had used the Daimler transmission that I had to sit and think of the motions. London traffic was eyeing me malevolently, and if there had been a policeman there I am sure that he would have told me to move on. Gingerly, I moved the finger-light lever in the quadrant to 1, gave the gear change pedal the customary push down and release, removed the hand brake and glided silently off. "Glided silently" is no cliché, as will become apparent. As I turned into the car park I could feel the pleasurable anticipation rising – I was going to like this car. All these miles later, I feel that more strongly than ever.

What is the specification for this degree of "rightness"? First, the engine: Daimlers are powered by an overhead-valve six giving 100 b.h.p. at 4,400 r.p.m. and a maximum torque of 130 lb ft at 2,500 r.p.m. It is a long-stroke unit, the vertical sweep being 88.9

mm, against which the bore is 76.2 mm; the length of the stroke by comparison with the bore is better judged by the inch figure: bore 3in, stroke 3½in. Capacity is 2,433 c.c. and compression ratio 7.75 to 1, a high ratio conferred by the light alloy head. Fuel is fed through two S.U. carburettors and the crankshaft gets its impulses on a 1-5-3-6-2-4 firing order. Added to all this is the Daimler know-how of this type of engine, and the first illustration of it is the fact that you cannot tell when the engine has responded to the starter; it's too quiet.

All right, you may argue – if some of those hundred brake horse-powers are sacrificed to silencing, so be it. But the car must feel it with a weight of 3,024 lb. The answer to that is that it does not seem to. The Century gets under way with a will, the power unit responding to the throttle all the way up to 4,500 r.p.m. with what I feel to be a well-planned arc of foot movement. It is, moreover, the silkiest engine that I can recall, although it is fair to admit that I have not yet driven the latest from Conduit Street. On the other hand, I do not see how the virtual perfection of the Daimler engine in this particular respect can be surpassed. I must go up to Coventry and investigate the Daimler pursuit of silence and silkiness; there must be a story there.

However, we are concerned in this article with performance rather than design. Yet a little more is needed about design if the performance is to be fully conveyed. The Conquest has the famous fluid flywheel transmission with the epicyclic gear box, and this plays no small part in the delight of Daimler driving. It is some time since its operation was detailed in these columns: there is a two-finger type of lever working in a quadrant on the right of the steering column, the lever being positioned so that the wheel rim need not be released by the right hand. The quadrant has four positions above neutral (N): 1, 2, 3, T; and one below: R, with a stop to obviate inadvertent engagement, for this is reverse.

The actual change is effected by the depression and release of a pedal exactly like a clutch pedal. However, the release should not be gentle, but just as decisive as the depression. It is, in fact, a foot gear change, and the only judgment required is that governing engine speed.

Driver sequence, therefore, is this for a move off from rest: move quadrant lever to 1, actuate gear pedal. The car is now ready to move off but is held by the hand brake. Release the brake and away it goes, almost imperceptibly, just creeping forward without the slightest fear of a stall, or a run-back when the hand brake is released: admirable.

You may now preselect the next gear up. Move the lever to 2, but make the actual change at any time subsequently, for selection does not demand immediate change. And so you continue to play with this delightful transmission; and just to make things additionally easy, the Conquest has a hand throttle, enabling you to set a certain engine speed for lengthy manoeuvring in close quarters, leaving the right foot free for braking. When U.S. transmissions are being adulated, it is well to recall this long-established British transmission that is so remarkably clever while leaving the driver in absolute control of performance. If I were not still an overgrown schoolboy (and rather glad of the fact) I would fall for this system; in fact, I may well do so when my stirring days (with, for preference, a six-inch gear lever) are over.

On down the transmission line is the Hardy-Spicer shaft and a hypoid bevel final drive. These are the ratios that go with the transmission (overall): 4.56, 6.71, 10.05 and 17.47 to 1. Reverse is 23.7 to 1.

For the first few miles with this type of propulsion, the driver accustomed to the conventional box needs to think. If I were a Daimler salesman, therefore, I would be generous with my demonstration rims, allowing the prospective customer a couple of hundred miles to succumb to the ease of control. I found that the changes were subconscious after about this distance, and that, if I did think about them, I could even make them imperceptibly. There is nothing more flattering to the conceit. As to reversing, hotel and garage staff are



Above: Summit, Furka Pass, Switzerland



Left: Hotel Jungfrau – Victoria, Interlaken

most impressed. Here, they obviously say, is a man in complete control of his affairs. Just look! He creeps back, silently, smoothly, at less than a mile an hour. (The triumph is short-lived; the porter has spotted the radiator.)

Normal starting from rest does not call for first, this ratio being there for really steep slopes. In second the car surges forward and the change-up point seems to settle instinctively at about 20 m.p.h. Third continues up to a similarly instinctive 40, and then you are in a top that takes the car along at any speed over a wide cruising range. It



Euclidean pattern, Interlaken



is exceedingly happy when 65–70 m.p.h. are showing on a speedometer which I judged to be quite accurate. For long stretches at 75 m.p.h. it was equally unstressed, and we saw the needle on much higher figures at times.

Having no great interest in maximum speed, I did not pursue the ultimate; my motoring interests lie in how a car does its intended job of carrying its passengers and luggage over the distances.

The Conquest Century does the job very well. At the front, the wheels are suspended by laminated torsion bars with wishbones and telescopic dampers; rear suspension is by half-elliptics. These laminated bars seem to give rather more softness and amplitude than the solid bar, but any tendency for the fact to be apparent on corners is prevented by an anti-roll bar at the front. The result is a happy one, though a driver feels slightly guilty as he hauls this luxury saloon round with a quick turn of the steering wheel and feels the oar slide gently under the deliberately too-high speed. Nothing untowards happens, the car responding to correction in an orthodox way, leaving behind the temptation to do it again.

On mountain hairpins the admirable lock is appreciated. The Furka is a “tight” pass on the corners, but on no occasion was the Daimler forced unduly out from its side of the road. The only criticism I would make of the Daimler’s cornering should, I suppose, be addressed to Fort Dunlop, for it was a most embarrassing squealer on dry roads. However, tyre pressures were a bit low. It is high lime that the tyre manufacturers got down to the elimination of squeal at normal speeds.

The car revelled in the long climbs of the Swiss passes. Most cars should, but there are some whose gear ratios fall unhappily for the long, steady gradients. In second, the Conquest climbed easily and with a scarcely perceptible shift of the thermometer needle. Power loss with height was not evident, but the car was, in any case, lightly laden, and was touring, not a-rallying. Besides which, the driver likes to admire the scenery.

In the narrow Alpine towns there could be no easier mount. A Daimler will trickle when other engines have begun to gulp; it will turn a prop-shaft steadily when other cars want a slipped clutch, and for anyone to whom engagement of first gear in motion has terrors, a fluid flywheel is the answer. Change into first on the Daimler is just the same as changing into any other lower ratio. All that is needed is the appropriate speed-up of the engine.

Much of the pleasure of close-quarter technique comes from the driving position. The driver’s half of the optional bench seat can be adjusted to fit snugly round his shoulders at just about the right distance from the pedals. The telescopic steering wheel can then be brought into the family harmony, for its angle is right and its feel admirable. There is no suggestion in this position of control by a livened James waiting instructions (though James would enjoy driving the Conquest) but of a keen motorist getting down to the business of fast, silent, comfortable travel from here to there.

The riding comfort has the quality that derives from a high sprung to unsprung weight ratio. The Conquest retains the traditional frame of long side members and a cruciform centre, and the bodywork is also traditional, woodwork in the shape of honey-coloured oak surrounding the driver, in company with fine leather and thick carpets. This is heavy construction, and the owner who likes the feeling of luxury must be prepared for the fact.

But weight is certainly not all drawback; minor indentations in road surfaces are ironed out completely, and major ones are felt only if the wave that they form in the road is of the right frequency to excite a sympathetic rise and fall of the chassis. When that happens one must slow down, and it is, perhaps, more likely with a car having a high ratio between sprung and unsprung masses than with the opposite, owing to pendulum effect. There were certain road wave frequencies on the French and Swiss roads which caught the Conquest, but not many.

In the Wet

The rain – and it rained during most of the trip – seemed to have very little effect on performance. It was a little easier to make the car slide in the wet, although the brakes – hydromechanical – seemed to take hold just as well and without locking the wheels; they really worked on the Conquest, biting so hard at times that grab was suspected. The wipers wiped the very deep screen effectively and the car was watertight. With four

ventilating flaps it was possible to ventilate adequately without the heating system, though the driver having got wet outside the car one day, the heater was given a trial for laundry purposes and effectively produced a Turkish bath temperature in an ambient temperature around the seventies.

Most of the fittings are calculated to please. As one who likes driving for its own sake, I appreciated the array of instruments – a full one including a rev counter, though the oil pressure indicator is only a warning lamp. Ash trays are big, sensible, and mounted on the doors; there are arm rests all round, a lockable locker on the left and an open miniature on the driver's side. Lighting is effective, responding to a foot dip-switch, and a rheostat controls the panel brightness. The interior light is central in a cloth roof lining and is independently switched from the door pillars.

Under the bonnet the dipstick is admirable and the long, well-finished engine a joy to behold. No joy, however, comes from my contemplation of a lockable filler cap, for I hate the fussy things. The luggage locker is big, though one must get under the upward-opening lid for good stowage.

I like the appearance except for one absurd disappointment, and that is because nothing of the fine grille is visible from the driving seat. I do not know where Daimlers will go next in terms of appearance, but they certainly need not lose their characteristic grille, even if they eventually produce an orifice like that of the Le Mans M.G. As a matter of fact, London County Council ambulances for years have demonstrated a smart modern adaptation of the flutes on their straight eight vehicles.

Petrol consumption? About 22 m.p.g. over the 1,471-mile journey. Oil consumption was about six pints. Remember also that in the buying price of £1,661 you are provided with automatic chassis lubrication worked on thermostatic principles. Under "Every Thousand Miles" in the instruction book is a solitary entry: "Lubricate the propeller-shaft." There are three nipples involved, and you start real maintenance work only after each 3,000 miles have passed.

What a nice car it is, to be sure. Just right for the sporting owner-driver, who would enjoy looking after it like a mountaineer does his ice-axe. The Alpine Conquest of the title involves no Matterhorns, but it does suggest what happened to a driver whose ideas of Daimlers were running in too-traditional grooves.



Frontier, Les Verrières-de-Joux

CARE OF WIRE WHEELS

By Neil Sharpe

(Driving Member, Vol 47, No 2, p26)



Whilst this article is mainly aimed at E20/E18 owners, the same principle applies to all models with wire wheels.

Chock the wheels and apply the handbrake.

Place a cloth over the wheelnut (to protect the plating/paint) and remove the nut with the spanner and a decent hide hammer – mine is a 3lb variety. Remember which way the nuts come off, they are handed and marked with an arrow and “Off” to indicate the direction (Fig 1 and 2). Jack up the car and remove the wheel (Fig 3).

While you are at it, remove the inner hub cap and replenish with grease (Fig 4). Whilst you are also at it, while the front wheel is off, grease the track rod end (2 nipples) and king pin. A lot of king pin play is down to lack of grease, so my MoT man says (he also says that a lot of our cars would never have passed a modern MoT when they came new out of the factory, but that’s another story....)

Apply a thin smear of grease to the hub splines and the hub cap threads. Set the wheel firmly against a wall or something similar and as though playing a harp, “pluck” each spoke in turn ensuring that the noise produced is a firm tone (Fig 5). If there is the slightest sound of “tinniness” or the spoke can obviously be felt to move, tighten the spoke using a suitable spoke key* (Fig 6). Don’t forget the adjuster winds ON to the spoke to tighten it. Do NOT over-tighten. Tighten just enough so the firm sound is heard when the spoke is plucked.

Thoroughly clean all the spokes and the inside of the wheel and if the wheel is painted, touch in any nicks or scratches, especially on any spoke adjusters.





Replace the wheel – it may help when doing the front ones to have an assistant** press the foot brake to make lining up the splines easier – and tighten the hub cap until there is no play between wheel and splines. Repeat process for other 3 wheels, greasing or oiling any moving parts which are uncovered in the process – you could adjust the brakes, too!

- * Spoke Key – I obtained mine, via E-Bay from Trail & Trials UK, 15, Seedley Avenue, Little Hulton, Manchester M38 9LZ 0845 108 1167. It has 6 sizes going up to 6.6mm – the one used for the E20. Cost £ 7.98 inc P & P. It is a substantial drop forged tool.
- ** Assistant – this is the person – despite the fact you have worked faultlessly all morning – in front of whom you make the biggest cock-up of the day, much to their amusement.

WHAT IS A 710?

A few days ago I was having some work done at my local garage. A blonde came in and asked for a seven-hundred-ten.

We all looked at each other and another customer asked, "What is a seven-hundred-ten?"

She replied, "You know, the little piece in the middle of the engine, I have lost it and need a new one."

She replied that she did not know exactly what it was, but this piece had always been there. The mechanic gave her a piece of paper and a pen and asked her to draw what the piece looked like.

She drew a circle and in the middle of it wrote 710. He then took her over to a car just like hers which had its hood up and asked, "Is there a 710 on this car?"

She pointed and said, "Of course, its right there."

The mechanic fainted.

If you're not sure what a 710 is this is it



Ken Stout Motors Ltd

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Hitting the Road ...

Daimler Events Diary



Auckland

October 8th/9th

BRITS at the Beach – Tairua (Note: This is not a Branch organized outing)

First held last year, this was reported to be a great success with many car clubs participating. Highlights from the programme include:

Friday evening Registration 4-6 pm.

Great British Trivia Quiz, Drive in Movie, free concert featuring UK folk duo “Blackheart” who have received many highly complementary reviews in various magazines and by the BBC.

Saturday

8 am – 9 am – Last entries and grand parade muster.

9 am – 2 pm – Grand Parade and display of cars and bikes.

10 am – 4 pm – Great British Fete with stalls, games, music, Maypole and Morris dancing.

12 noon – Tiger Moth fly over and display.

2 pm – Pukekohe Light Opera, music Hall Matinee show.

5.30 pm – Grand Prize Draw (2 Rock Music and RWC quarter finals live on giant screen).

8 pm – Pukekohe Light Opera music Hall Main show, evening live entertainment at various venues. Park your car in the main street.

Sunday

8 am – Great British Breakfast at various eateries.

From 8.30 – Mystery Drive – stunning vistas.

12.30-2.00 pm – Joy Adams sings songs of the war years.

2.00 – 2.30 pm – Prize giving best original car, best modified car, best motorcycle, best costume etc.

October 15/16th

NORTH ISLAND GET-TOGETHER 2011

WHEN: Weekend of 15th and 16th October 2011.

WHERE: Taihape, Gumboot capital of NZ, centre of North Island,

see latest magazine for details

October 30th (Note change of date)

Visit to “Landsend gardens in Waitakere a sub-tropical world of spectacular mountain coconut palms, banana trees, cycads, succulents and more.

If from South meet for 10 am departure for Westgate Shopping Carpark outside Springs Restaurant, Great North Rd opposite Western Springs.

If from the shore meet at Westgate Shopping park at 1030am to meet up and then have a run around the Waitakeries.

E'mail David at: d.w.watt@xtra.co.nz if attending. Require numbers prior to Labour weekend for confirming lunch numbers. Gardens \$10 Lunch \$15.

December 4th

Christmas lunch at St.Margaret's Gardens, Karaka 1.30pm.

Keep this date free for a repeat of last years' lovely meal and outing

February 5th 2012

Galaxy of Cars. An opportunity to display our cars for charity

February 12th 2012

Inter Marque Concours, Ellerslie Display of our cars, to encourage **more members to join our club.**

March 2012

Coast to Coast run with overnight in Raglan details to follow.

Waikato BOP

October 2nd

British Cars BOP. The Annual Morris Minor Club Garage Raid

Starts outside the Mad Butchers shop in 11tn Ave Tauranga at 9.30am.

Programme:

9:40–10:20	Graeme Eaton's collection of model steam engines & stationary engines 110 Oropi Road, Greerton. Safest off street parking is the Greerton Park car park
10:45–11:15	Mike Bullock's shed 12 James Henry Avenue Papamoa
11:20–11:50	Brian Parson's sheds 46 Hartford Avenue Papamoa
12:00–12:45	Picnic lunch Papamoa Domain
1:15–1:45	Dave Stewart's shed 47 Grange Road, Otumoetai. Please park on Grange Road & walk down drive; the garage is at the bottom of the drive. Please no parking down drive as it is shared with the front house.
2:00–2:30	Steve Taylor's shed 115 Moffat Road Bethlehem, next to the college

October

The North Island Get Together in Taihape

November 4th & 5th

The Coromandel Fishing trip. We will be fishing in the early Saturday morning (5th) as this gives us ample time to have all our fish cleaned and filleted before getting together for a meal on Saturday evening. The group are staying at the Coromandel Motel and Holiday Park www.coromandelholidaypark.co.nz for reservations.

The boat takes 15 people and there are places still available so phone me on 07 549 4569

December 4th

Christmas picnic and car show in Tye Park Tauranga

Steve and I picked up an assortment of old bits which are stored in Steve's place of work. We had a great day out at Rodney's place.

I will not be going to the NI get together and it is possible that Steve may not either as he is due to have surgery this month (I think). I will see if anybody else is going at our next event.

Cheers

Paul Edginton

Hawke's Bay

Sunday 18th September

Daimler Dash to Dannevirke to visit the Police Museum. Keep this date free for a fun day out.

Sunday 16th October

CHB rally in conjunction with the HB Brit and Euro Car Club.

Manawatu

October 15th–16th

The North Island get together, this time a weekend in Taihape. Barry Cleaver knows this area intimately and we're sure he will provide an interesting weekend!

There is more to Taihape than meets the eye, a place we usually steam on through while travelling the road North or South. We had a memorable day in Taihape some years ago, so this should be a cracker. Accommodation is to be at the Taihape Motel, do your own booking by phone, call Con on 0800 200029. Rates are very reasonable.

We will depart from Sanson at 9am.

November 27th

Christmas dinner at the "Noshery" in Levin, \$27 per person, confirm your place with Lew or Gayle.

December 11th

President's BBQ.

January 8th

Summer picnic. Totara reserve? Your suggestion for a popular spot?

Other events of interest.

November 12th–13th

MG Classic racing at Manfield.

February 6th

Dannevirke Wheels with Attitude.

February 12th

Wellington British Car Day

February 28th

Shannon Car day.

March 4th

This will be an interesting day, Southward Car Museum are hosting their first ever open day.

The driver of each vintage, classic or hotrod vehicle will receive free entry to see the inner workings of this World class attraction.

See behind the scenes in the workshops and some of the worlds most rare and collectable cars in action.

Trophies awarded for the best represented club and vehicles.

March 11th

Hawkes Bay British Car Day.

March 25th

Wanganui Rotary Car Show.

Otago

Lawrence 6th November

Our next outing will be to Lawrence for their Gala Day

Meet at Mosgiel Railway Station

Time 9.15 am

Lunch at Gabriel's at 12.30

On arrival in Lawrence park your car then wander up the Main Street to view the stalls.

At 12.30 meet up at Gabriel's where we are booked for lunch. They have a good menu with nothing over \$20. 00.

I have to let them know numbers as this is a very busy day in Lawrence. Please ring me by Saturday 29th October to let me know if you are coming or not.

Thanks. Kaye Phone 4762323

If you cannot come in your Daimler you are welcome to come in your every day car.

Daimler Jackets and Caps for Sale

Manawatu Branch have stocks of Daimler Jackets and Caps. We now have a new stock of Jackets ranging in size from M to XXXL. They are very reasonably priced at \$50.00 plus p&p.

Daimler caps are in stock at only \$15.00 plus p&p.

All enquiries to Lew Clinton, phone 06 3235526
or email clintons2@clear.net.nz

Members' Market ...



WANTED TO BUY

Members' advertisements are at no charge.

Here's an unusual one, rush out to your shed and see if you've got a spare cylinder head which will fit a 1935 Daimler LQ3-20!!! If you have, contact John Osborne immediately, he will reward you generously. Contact John at 09 4093835 or jcosborne@xtra.co.nz John now has the ex Wellington Mayoral car which he hopes to get mobile again.

Daimler Sovereign Series 3 1981-82 model preferably in excellent condition. Contact Isaac on 09 5364414 or 021 440883.

Conquest service manual. Phone Peter Stock 07 8431989 or email stocky64@xtra.co.nz

FOR SALE

Windscreen Banners available from Manawatu Branch. \$20 each, see photo.

2000 BMW 318i Station Wagon. 75000Km's, Auto Tiptronic, Traction Control, TV. Excellent condition, \$11500 o.n.o. (photo)

Phone Brian Wolfsbauer (Levin) 06368906 or 0277655692.



Daimler (slim bumper) V8 parts. Complete body shell in repairable state, some rust repairs done, some still to do. Complete with good doors etc. Most of the chrome, (some damaged). Bumpers ok, tail lights, boot fluted number plate light and hub caps excellent, wood good, if you're looking for other specific parts, ask.



Also new "Jaguar" mudflaps for XJ6/12 (see photo).
Contact Mike, 06 3571237.

Daimler V8 factory manual in good order. Contact Phill Ricketts email springdale@slingshot.co.nz or phone 0272801775.

Daimler Conquest, black, 1954. This car has been unused and under cover for some time and will need a little fettling and TLC to get back into running order. The car is in Cambridge, contact Debbie Dwyer on 07 8273304 or 0277491946 or email llewellyn-59@hotmail.com for more information.

THE & Lanchester OWNERS' CLUB BRANCH DIRECTORY

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